February 2016

VISION ZERO

SAN ANTONIO

DRAFT

Drive safe. Bike safe. Walk safe.

Every Person Matters

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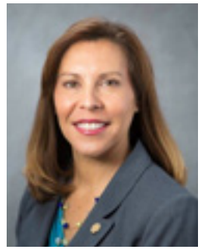
MESSAGE FROM CITY LEADERS

Mayor
Ivy R. Taylor

City Manager
Sheryl Sculley



Dist. 5 Councilwoman
Shirley Gonzales

Director of TCI
Mike Frisbie, P.E.

Police Chief
William McManus

Traffic safety is an important topic. Public safety is the top priority of the City of San Antonio. We have been working to identify and address barriers to make our streets safer. San Antonio families deserve safe streets, and they deserve streets that respect and protect all road users. The families impacted by traffic fatalities and serious injuries are changed forever, especially when it involves a parent or child. Vision Zero demands a new approach to traffic safety. Vision Zero prioritizes safety over all other interests.

Vision Zero Press Conference

Traffic fatalities and serious injuries take an enormous toll on society and families, but they are not inevitable. Every life matters. Fatalities are unacceptable, and we as a community need to do everything we can , whether it's through the engineering of the facilities, education or enforcement, to get down to Vision Zero — zero fatalities. The future does not have to be this way. These crashes and the resulting fatalities and serious injuries can be prevented.

We are ensuring all projects are designed and constructed with every user in mind. The City of San Antonio has been working diligently to identify and address barriers to make streets safer and more convenient for all road users. People who walk and ride bikes should have the same level of protection as those who drive. Vision Zero includes not just pedestrians and cyclists, but it includes all users. So we need to prioritize everybody that uses the road from the most vulnerable up: children, people with disabilities, senior citizens, other pedestrians, bicyclists, motorcyclists, drivers, and commercial drivers.

Vision Zero is achievable. It will take time and commitment. That commitment must come from every sector of San Antonio, but the rewards will be far reaching. Those rewards will include not only safer streets, but will transform the city into a more walkable and bicycling friendly city, our air will be cleaner, and San Antonio will be more prosperous. In short, achieving Vision Zero will be transformative, and San Antonio will be a better place. San Antonio residents and visitors will not only be safer, but they will enjoy a greater quality of life.

VISION **ZERO**

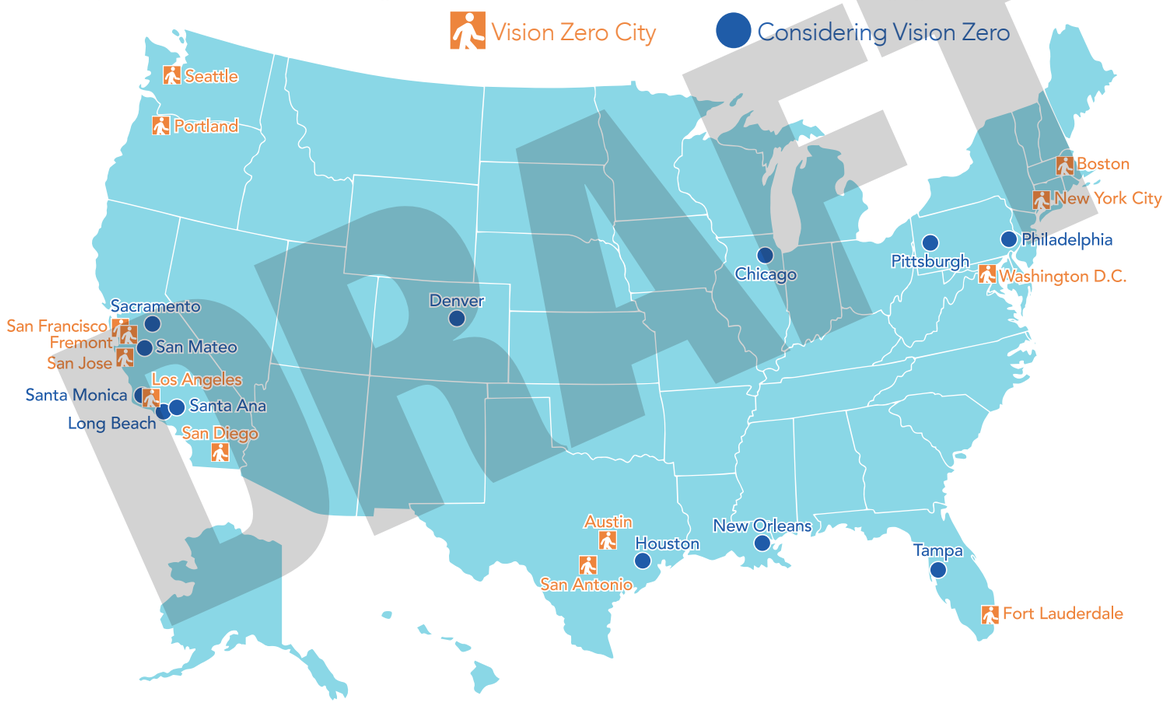
WHAT IS VISION ZERO?

VISION ZERO SAN ANTONIO
Drive safe. Bike safe. Walk safe.

In 1997, the national government of Sweden introduced "Vision Zero" as a street safety policy that strives for the elimination of traffic fatalities for all transportation modes. The initial goal was to eliminate fatalities by 2020 - Sweden has since adjusted their reduction target to 50% by 2020 and zero deaths by 2050.

A Vision Zero City meets the following minimum standards:

- Sets clear goal of eliminating traffic fatalities and severe injuries
- Mayor has publicly, officially committed to Vision Zero
- Vision Zero plan or strategy is in place, or Mayor has committed to doing so in a clear time frame
- Key city departments (including Police, Transportation and Public Health) are engaged



VISION ZERO | **Over the past decade, many European nations have adopted Vision Zero programs and have achieved significant fatality reductions, for example:**

Sweden	Switzerland	Germany	France	Spain
↓39%	↓41%	↓45%	↓48%	↓53%

The effectiveness of Vision Zero comes from a "safety first" collaboration among political leaders, roadway designers and managers, traffic enforcement agencies, community schools, vehicle manufacturers, transit operators, government regulators, public health officials and community advocates and the public.

VISION ZERO

is a philosophy of road safety that eventually no one will be killed or seriously injured within the road transportation system.

Core Principles that guide Vision Zero:

- Traffic deaths are preventable and unacceptable.
- Human life takes priority over mobility and other objectives of the road system. The street system should be safe for all users, for all modes of transportation, in all communities and for all people of all ages and abilities
- Human error is inevitable and unpredictable. The transportation system should be designed to anticipate error so that the consequence is not severe injury or death. Advancements in vehicle design and technology are a necessary component toward avoiding the safety impacts of human errors and poor behaviors.
- People are inherently vulnerable and speed is a fundamental predictor of crash survival. The transportation system should be designed for speeds that protect human life.
- Safe human behaviors, education and enforcement are essential contributors to a safe system.
- Policies at all levels of government need to align with making safety the highest priority for roadways.

Related U.S. Safety Initiatives

In addition to international Vision Zero initiatives that have become popular among European countries in the past decade and more recently for a growing number of US Cities, several other similar national street safety programs have developed over the past years in which the City of San Antonio is participating.

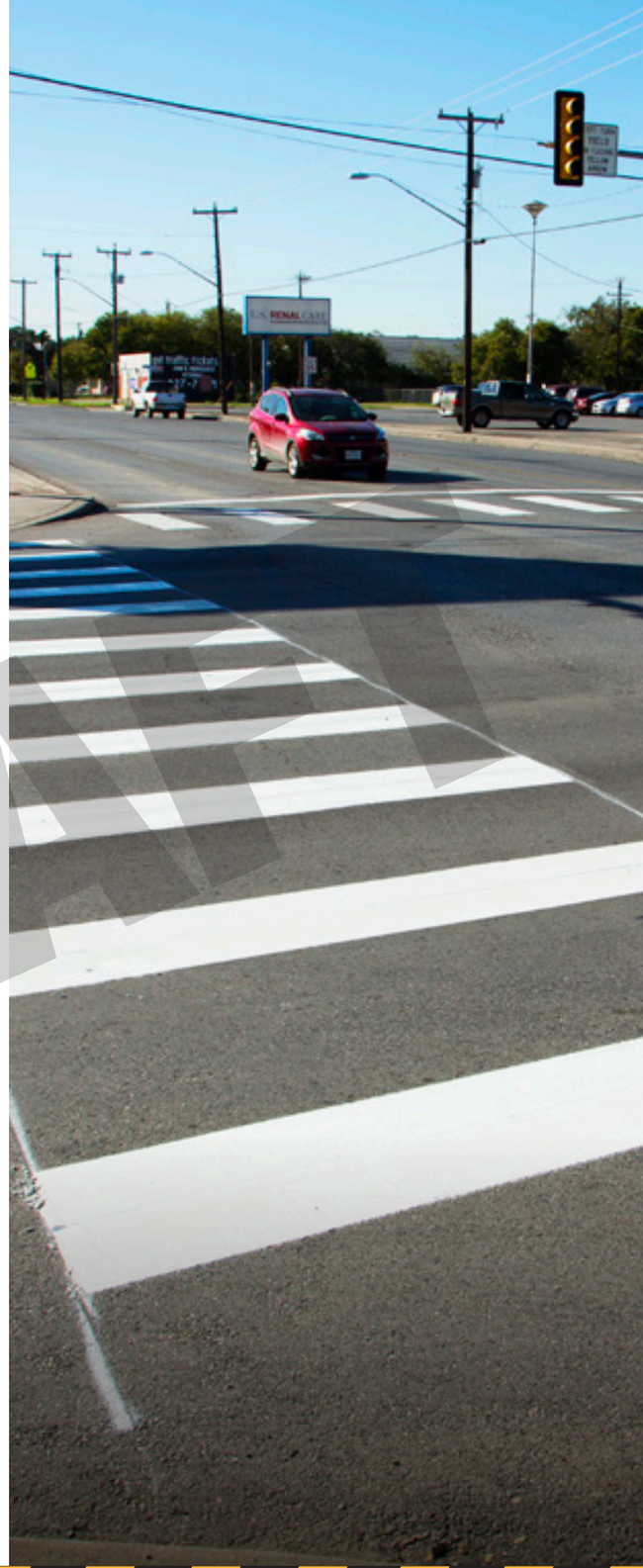
US DOT Mayor's Challenge for Safer People and Safer Streets

In 2015, US DOT Secretary Anthony Foxx issued a challenge for mayors to take significant action to improve safety for bicycle riders and pedestrians of all ages and abilities over the next year. US DOT recognizes the many benefits walking and bicycling provide-including health, safety, environmental, transportation and quality of life. In the summer of 2015, Transportation & Capital Improvements (TCI), in coordination with Mayor Ivy Taylor, accepted the challenge and joined nearly 200 cities across the nation. The actions in Vision Zero San Antonio boldly address Secretary Foxx's challenge.

Toward Zero Deaths: A National Strategy on Highway Safety

Led by the American Association of State Highway and Transportation Officials with technical support from the Federal Highway Administration, the Federal Motor Carrier Safety Administration and the National Highway Traffic Safety Administration, the Toward Zero Deaths (TZD) Steering Committee developed the National Strategy on Highway Safety Toward Zero Deaths. The TZD strategy is an overarching and common vision that drives and focuses collective efforts to eliminate injuries and fatalities on America's roads. TZD provides a platform of consistency for state agencies, private industry, national organizations and others to develop safety plans that prioritize traffic safety culture and promote the national TZD vision. Safety organizations and professionals embracing this vision agree to aggressively work toward an intermediate goal specific to their jurisdiction or the safety issue on which they focus. These stakeholders continuously expand their efforts to improve highway safety and are committed to do more of what they know works, while also using new approaches, materials, and technologies to reach safety goals sooner.

Toward Zero Deaths®
National Strategy on Highway Safety



TRAFFIC SAFETY IN SAN ANTONIO

San Antonio's History as a Safe City

San Antonio is a safe city, but recently has experienced a in 2014, experienced a higher pedestrian fatality count. Through the strategic use of data and target investment in engineering, enforcement, and education, we started a program to improve the pedestrian ways around area schools through our Pedestrian Safety program. San Antonio has witnessed a reduction in crashes and fatalities around public schools and also a decrease in severe injuries while traveling in and around school zones.

We recognized that any death or injuries around our schools are unacceptable. We must continue to protect children traveling to and from school.

San Antonio is changing priorities to focus on a city for people, not cars. With the development of SA Tomorrow, San Antonio is working to develop policies to build more urban land uses and proactively decrease the percentage of people who currently commute by driving alone by increasing walking, biking and transit use. Over 90% of San Antonians commute by driving alone. A key to this transportation "mode shift" policy effort is ensuring that San Antonio streets are safe for all users, particularly for people who walk and bike, and people who are young and old.

The goal of Vision Zero San Antonio is to create a community culture that prioritizes traffic safety and ensures that mistakes on our roadways don't result in severe injury or death.

ANNUAL TRANSPORTATION SAFETY REPORT

Annual Rate of Motor Vehicle Crash Deaths

New York City	3.9
San Diego	5.6
Chicago	6.0
Philadelphia	7.1
Los Angeles	7.7
Dallas	8.0
San Jose	8.1
Phoenix	9.1
San Antonio	12.3
Houston	19.2

*Source: Center for Disease Control and Prevention; Motor Vehicle Crash Deaths in Metropolitan Areas – United States, 2009; Per 100,000 Population; http://www.cdc.gov/mmwr/preview/mmwrhtml/mm6128a2.html.

Fatality Crash Rate for Global Cities

Stockholm **1.23**

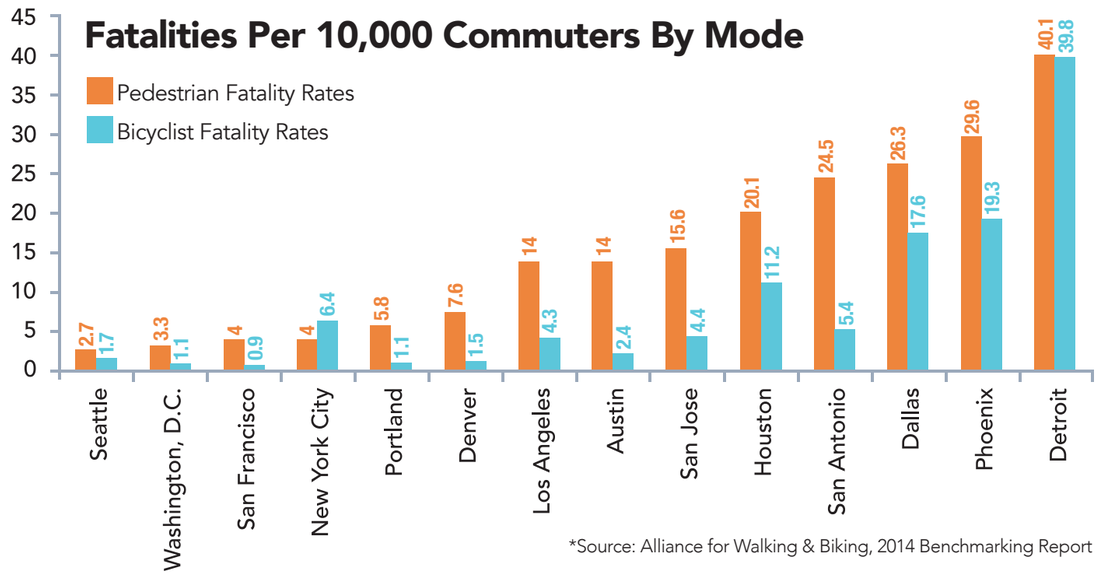
Berlin **1.60**

Tokyo **1.70**

London **2.69**

Paris **3.09**

*Source: 2010 New York City Pedestrian Safety Study, 2008 Calendar Year. Crash Rate per 100,000 population



*Source: Alliance for Walking & Biking, 2014 Benchmarking Report

Past Focus on School/Pedestrian Safety Initiatives

Over the last decade, San Antonio has given priority to traffic safety programs oriented towards children and school zones, local neighborhood streets, building a better bike network, and making our commercial areas more friendly for walking, bicycling and using transit. The results have been mixed in changing the community vision of multi-modalism.

In 2014:

- No child under 15 years of age was killed walking or bicycling within a school zone.
- No one was killed while walking or bicycling in downtown San Antonio.
- One person bicycling was killed which is down from 5 the previous year.
- 7 out of 54 (approximately 13%) people who were killed while walking were walking on a local street at the time.
- 19 people were killed while riding a motorcycle.

6% OF PEOPLE WHO WERE KILLED WHILE WALKING WERE MINORS < LESS THAN 18 YEARS OLD.

TRAFFIC SAFETY STRATEGY IN SAN ANTONIO IS FOCUSING ON THREE MAIN AREAS:

Roadway Design | **Road Users** | **User Behaviors**

The leading contributing factors for crashes in San Antonio are driver inattention and failure to control speed. Road users such as pedestrians and bicyclists are disproportionately represented in the number of people killed on our roadways.

Vision Zero focuses on the inherent safety of the road system, as well as safe use of the system. Given no change to the inherent safety of the system, many feel that the only radical way to drop road fatalities is to reduce average travel speeds. The alternative to substantially reducing speeds along arterials and collector roadways would be to invest in other multimodal systems like premium transit which includes buses, bus rapid transit, streetcar, light rail and high speed rail. A reduced number of vehicle trips could result in the reduction of congestion on major roadways and have a positive impact on the number of serious crashes. Street design is a key component that can be used to encourage safe user behavior and provide facilities to accommodate all travel modes.

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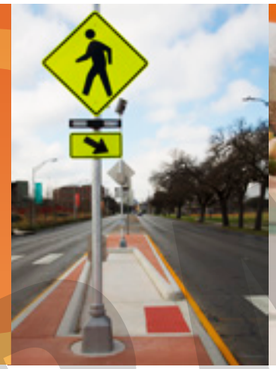
Federal Highway Administration Highway Safety Improvement Program

U.S. Department of Transportation Federal Highway Administration

The Highway Safety Improvement Program (HSIP) was established by the Federal Aid Highway Act of 1973. It became a core program with the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and has been extended through the recently signed Fixing America's Surface Transportation (FAST) act through 2020. HSIP provides flexibility to allow states to target funds to their most critical safety needs. The HSIP requires states to develop and implement a Strategic Highway Safety Plan (SHSP). The purpose of the SHSP is to identify and analyze highway safety problems and opportunities, include projects or strategies to address them, and evaluate the accuracy of data and the priority of proposed improvements.

The goal is to achieve a significant reduction in traffic fatalities on all public roads.



The Texas SHSP (http://ftp.dot.state.tx.us/pub/txdot-info/library/pubs/gov/shsp.pdf) identifies the serious crash types that the HSIP will focus on in order to meet the state's goals and objectives of reducing fatal and serious injury crashes in Texas. The passage of the Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2012 reaffirmed commitment to the national safety program. MAP -21 strengthens the SHSP and establishes special rules for older drivers and pedestrians. The HSIP is federally funded. Program funds are eligible to cover 90 percent of project construction costs. The remaining 10 percent of project construction costs must be covered by state or local participation.

National Highway Traffic Safety Administration

NHSA NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

The National Highway Traffic Safety Administration (NHTSA) is responsible for reducing deaths, injuries and economic losses resulting from motor vehicle crashes. This is accomplished by setting and enforcing safety performance standards for motor vehicles and equipment, and through grants to state and local governments to enable them to conduct effective local highway safety programs. NHTSA helps states and local communities reduce the threat of drunk drivers, promote the use of safety belts, child safety seats and air bags and provide consumer information on motor vehicle safety topics. Examples of enforcement programs supported by NHTSA grants include speed, hand free violation, occupant protection, and DWI enforcement.

PURPOSE AND NEED FOR VISION ZERO SAN ANTONIO

The increase of pedestrian and bicycle crashes across the nation has been brought to the public's attention through various initiatives including "Safer People, Safer Streets" by U.S. Transportation Secretary Anthony Foxx. The National Highway Traffic Safety Administration (NHTSA) designated San Antonio as a focus city with higher than the national average number of pedestrian deaths. Between January 2013 and July 2015, 114 people were killed while walking and 8 people were killed while bicycling on San Antonio streets. The goal to achieve zero fatalities on public roads is an endeavor that all cities must strive for and San Antonio is no exception.

2014 Traffic Fatality Data

54 PEOPLE WERE KILLED WHILE WALKING IN SAN ANTONIO

THIS IS AN AVERAGE OF **ONE LIFE LOST PER WEEK.**

OF THE **138** FATAL CRASHES IN 2014, **40%** WERE WALKING OR BIKING.

ON AVERAGE, **2** PEDESTRIANS AND **1** BICYCLIST IS INVOLVED IN A **CRASH DAILY.**

IN 2014, **124 CRASHES** PER DAY INVOLVED **SOMEONE DRIVING.**

1 in 3 PEDESTRIAN FATALITIES INVOLVED A PERSON BETWEEN THE AGES OF **40** AND **64** YEARS OLD. THE PEDESTRIANS AVERAGE AGE WAS **49** YEARS OLD.

94% OF PEDESTRIAN FATALITIES WERE PEOPLE **18 YEARS OLD** OR OLDER.

74% OF PEDESTRIAN FATALITIES OCCURRED BETWEEN **7PM** & **7AM.**

ALL CRASHES INVOLVING BICYCLISTS IN **2013** AND **2014** OCCURRED ON **ARTERIAL** OR **COLLECTOR ROADWAYS.**

NEW FOCUS AREAS FOR STREET SAFETY

As part of the SA Tomorrow Multimodal Transportation Plan and the Alamo Area Metropolitan Planning Organization (AAMPO) Regional Bicycle and Pedestrian Study, specific corridors throughout San Antonio have been studied in greater detail for in order to demonstrate multimodal concepts and enhancements for pedestrian safety.

SA Tomorrow Transportation Corridors

The SA Tomorrow corridors are sample corridors spread throughout the city that are being studied as part of the SA Tomorrow Multimodal Transportation Plan. The corridors represent a framework of diverse corridors that make up a complete and mixed multimodal transportation system. The intent of the corridor analysis is to showcase a representative group of corridors that after further study will provide recommendations that can be made and applied to similar corridors within the city.

Since these are such long corridors that transect much of the city, a detailed area was identified to be the focus of evaluation, identification of challenges, and the development of multimodal concepts. In each of the detailed areas, the existing conditions and projected future demand were reviewed. Conditions that were considered as part of the analysis for each of the corridors are current and projected level of service, existing and planned transit, bike and pedestrian elements as well as land use, parks, water features and other relevant information.

The twelve corridors include:

- Applewhite
- Babcock
- Culebra*
- Enrique Barrera Pkwy/Old Hwy 90
- Fredericksburg*
- Houston
- Perrin Beitel/ Nacogdoches*
- S. New Braunfels
- San Pedro
- SE/SW Military*
- Wetmore/Bulverde
- Zarzamora

*TxDOT Roadway

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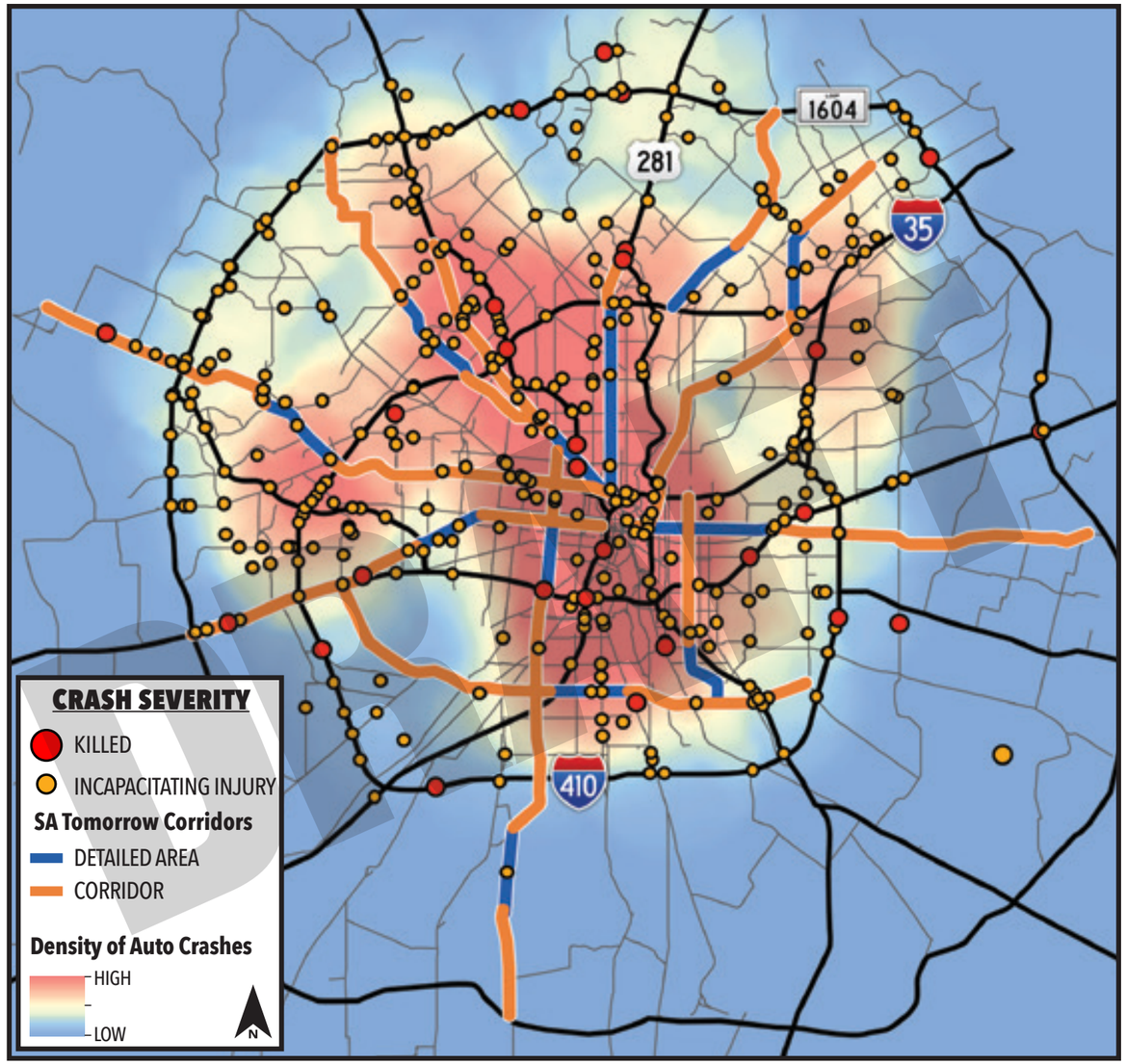
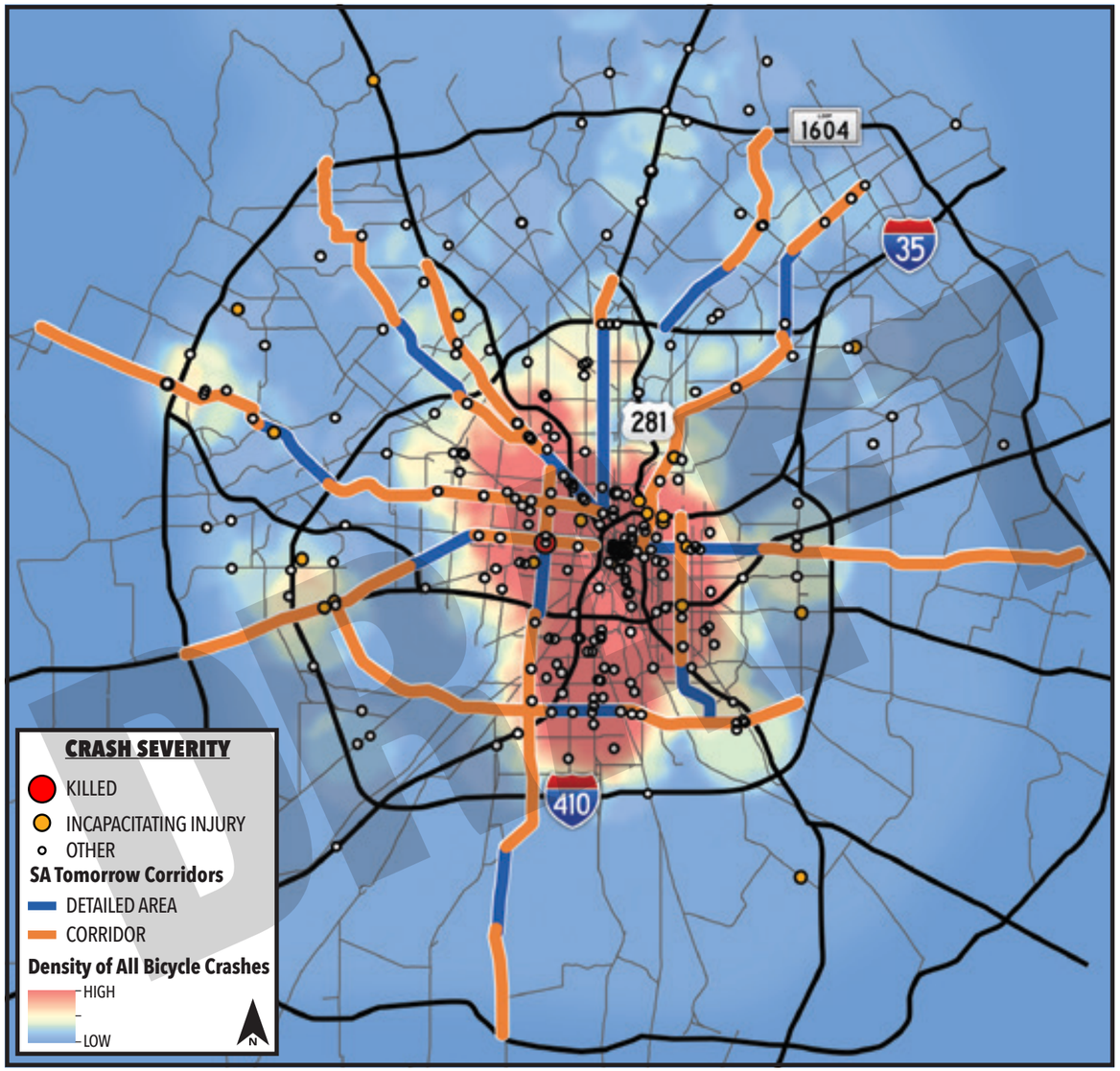


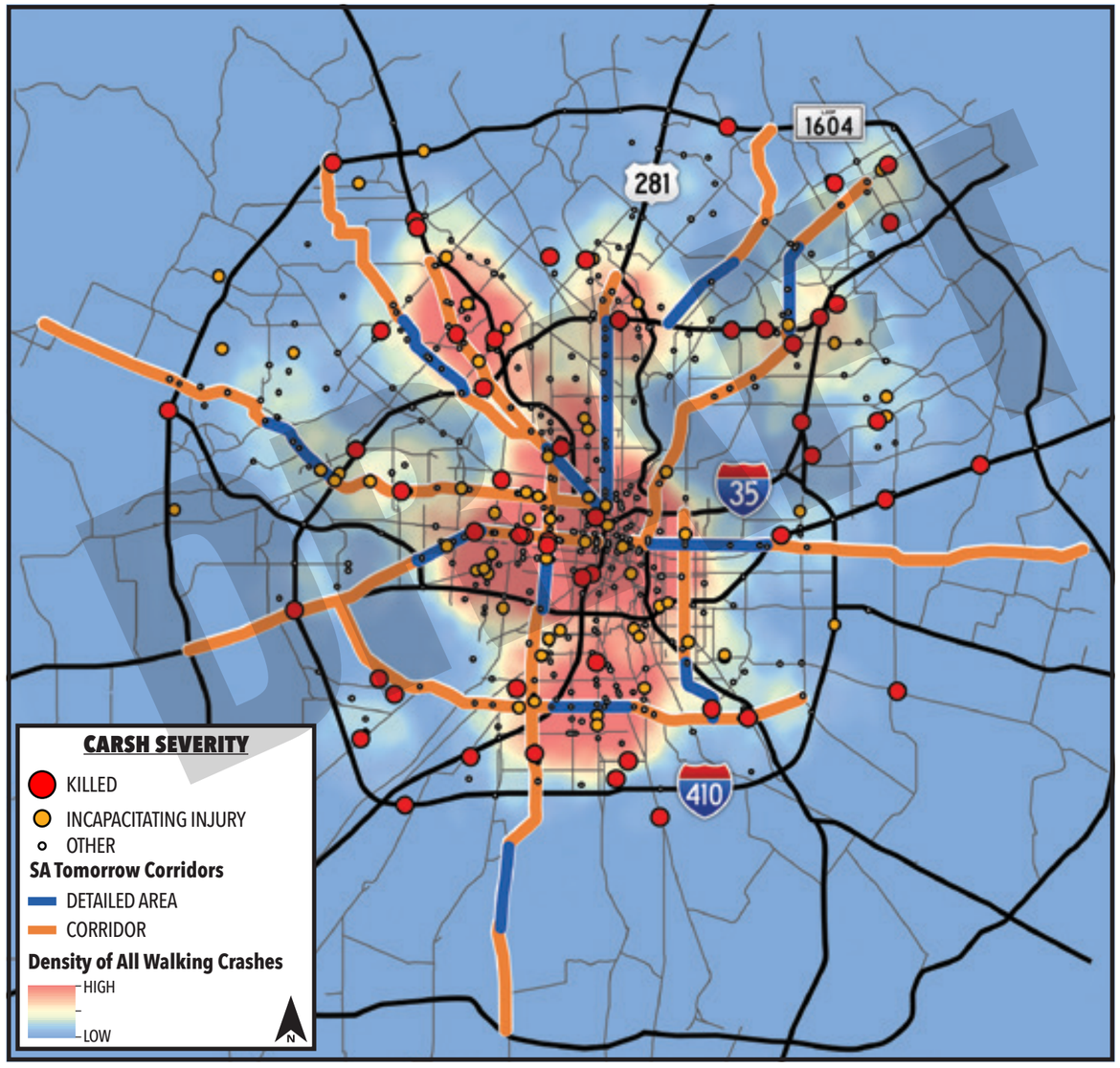
2014 SAN ANTONIO AUTO ONLY CRASHES

A high number of automobile crashes are located within the core of the city and along the northern portions of Loop 410 and IH-10 as well as along south IH-35. There are also higher numbers of crashes along the northern part of Loop 1604.



2014 SAN ANTONIO BICYCLING CRASHES

The majority of bicycling crashes are located within Loop 410. There was one person killed in 2014 while bicycling.



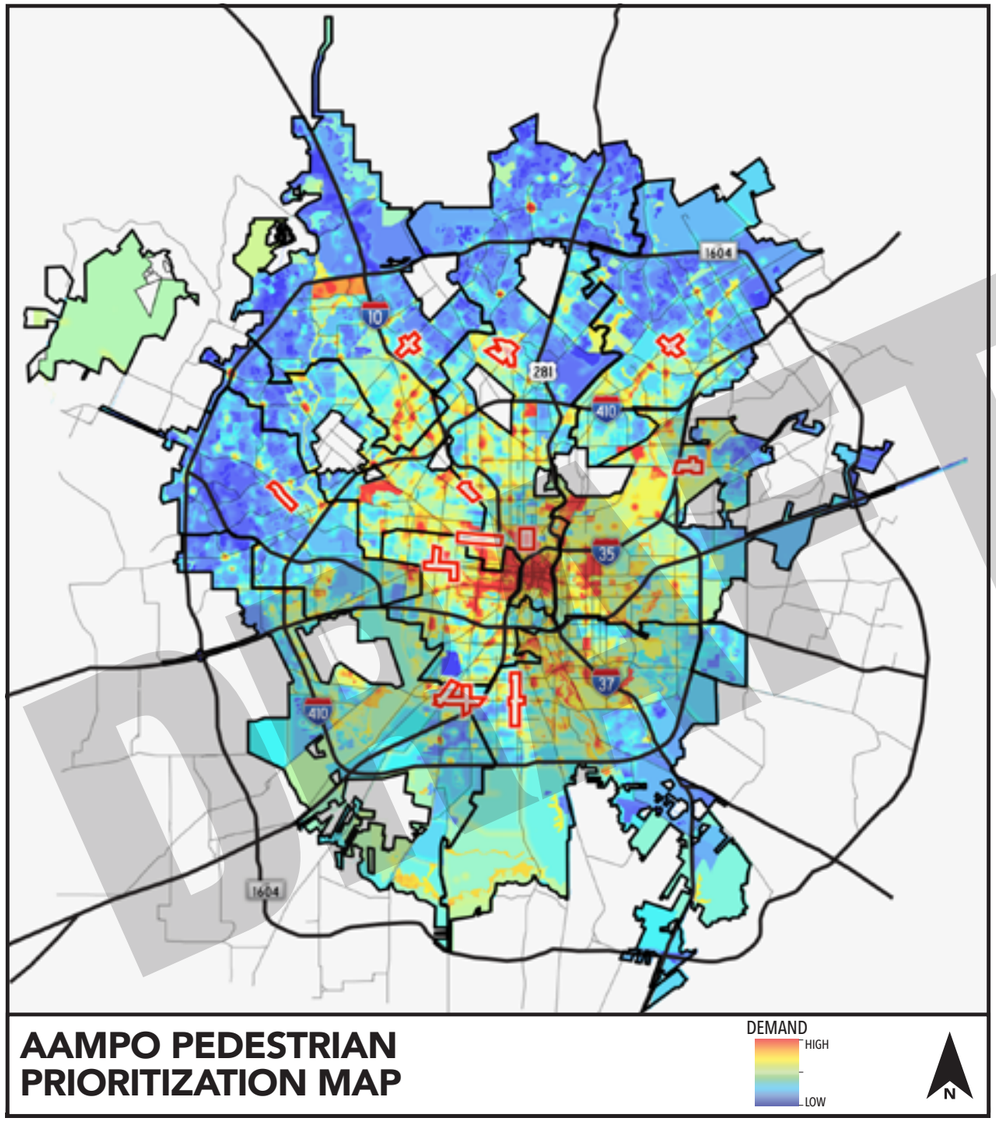
2014 SAN ANTONIO WALKING CRASHES

The pedestrian crash map shows similar higher density of pedestrian crashes within Loop 410 and the core of the city. There are additional hot spots for pedestrian crashes near the Medical Center and the San Antonio Airport/North Star Mall area. The crash map also shows that crashes involving people walking including fatal crashes happen all over the city.

Alamo Area Metropolitan Planning Organization (AAMPO) Pedestrian Safety Study

The Pedestrian Safety Study under coordination with the City led by the AAMPO as part of the Regional Bicycle and Pedestrian Plan established a system to determine how to select pedestrian priority zones and a tiered investment strategy to improve pedestrian safety in a priority zone. Specific areas were selected for an evaluation of challenges, opportunities, and sample recommendations for pedestrian-related improvements.

Eleven areas were evaluated which include: San Antonio College (San Pedro Avenue, North Main Street, Evergreen Street, and West Ashby Place); Rittiman Road and Fratt Road; Southeast Military Drive and Pleasanton Road); Southwest Military Drive, Sommerset Drive, and Zarzamora Street; Commerce Street, General McMullen Drive, and 24th Street; Culebra Street and Old Grissom Road; Fredericksburg Road and Vance Jackson Road; Culebra Road; Huebner Road and Vance Jackson Road; Blanco Road, West Avenue, Sir Winston Street, and Silver Sands Drive; Thousand Oaks Drive, Nacodoches, and Perrin Beitel Road. The areas studied are outlined in red in the AAMPO Pedestrian Prioritization map.

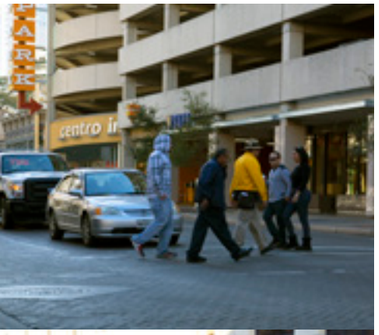


The AAMPO Pedestrian Prioritization Map demonstrates where in the City we may expect most pedestrian traffic to be and where the need for increased pedestrian infrastructure exists. The factors reviewed to develop this map include: demographic (employment density, population density, population under the poverty line, rates of disabled residents, senior population density, transit modeshare, walk modeshare, density of zero-car households); attractors or trip generators (tourist destinations, historic landmarks, hospitals, libraries, major employers, military facilities, universities, multiuse paths and park trails, parks and greenways, public comments received, and VIA transit stops); and safety (pedestrian crash density, average annual daily traffic, block area/size, and public comments received.

DRAFT

Vision Zero San Antonio

The recent number of people walking and biking being killed in San Antonio has also brought to light the need for action. The current crash picture illustrates that the problem is citywide and requires a multi-faceted approach. The City of San Antonio led by the Transportation & Capital Improvements department (TCI) along with partner agencies is committed to enhancing safety in San Antonio. Recent efforts have emphasized our commitment to the community through strengthened programs and implementation.



We believe that the key to success in achieving Vision Zero is a combined approach using the five essential elements for a safe transportation system: Education, Encouragement, Engineering, Enforcement and Evaluation.

EDUCATION Communicate with children and adults the importance of safety for all on our roadways whether a person is driving, walking, bicycling or riding. Emphasized self accountability and responsibility for safety.

ENCOURAGEMENT To be effective in such an effort, encouraging our citizens is mandatory to reemphasize the message of safety for all.

ENGINEERING Through engineering transportation choices, infrastructure improvements can reduce speeds and potential conflicts, and establish safer and fully accessible crossings, walkways, and bike ways.

ENFORCEMENT Enforcement of traffic safety laws is essential. Continue to support strong safety campaigns and initiatives such as Click It or Ticket, Buzzed Driving is Drunk Driving, Distracted Driving and Traffic Safety Programs.

EVALUATION The City will continue to evaluate and improve the traffic safety efforts in order to monitor their effectiveness.

SUMMARY OF 2015/2016 ACTIONS

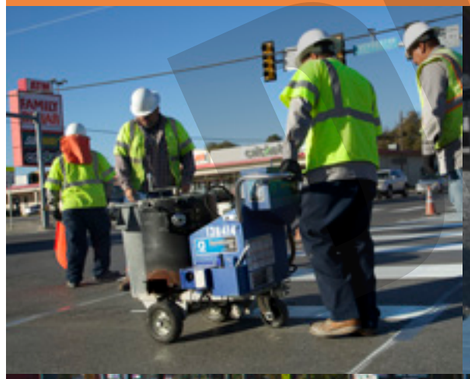
Citywide Pedestrian Safety

In 2015, the City installed a High-Intensity Activated Crosswalk, also known as a HAWK, on the 2000 block of South Zarzamora in District 5. A HAWK is an overhead flashing signal that is activated by a pedestrian and utilizes yellow and red lights to warn drivers when a pedestrian is crossing the roadway. The City is working to enhance mobility and safety citywide as well. In 2015, San Antonio enacted a hands-free ordinance citywide. The City will install 187 regulatory signs at a cost of $150,000. The 2015 Infrastructure Maintenance Program (IMP) provided $1 million for pavement markings, $7.9 million to reduce sidewalk gaps, and $960,000 for on-road bicycle facilities.

In FY 2016, another $1 million is being provided to enhance school zones, and an additional $10 million is being added to the annual $5 million budgeted for new sidewalks, for a total of $15 million or 30 miles of sidewalk improvements.

School Safety

FY2015 Budget provided $1 million for two new positions to create a Traffic Safety team and funding for materials and construction to address school related signs, pavement markings, and school zone flashers to enhance pedestrian safety in school areas. TCI will request funding annually to continue this program.



FY 2015 MID-YEAR BUDGET ADJUSTMENT

PROGRAM	BUDGET	OUTPUT
Education Program	$250,000	Education Program for Vision Zero
Upgrade 9 Existing School Zones	$300,000	Upgrade from static signs to flashing beacons
Pedestrian Z Crossings	$375,000	Culebra, Broadway and Commerce
Accessible Pedestrian Signals (APS) & Intersection Cameras	$75,000	APS for 2 intersections at Zarzamora and cameras at 7 intersections
TOTAL	**$1,000,000**	

FY 2016 ANNUAL SCHOOL SAFETY BUDGET

PROGRAM	BUDGET	OUTPUT
School Zone Sign Upgrade	$400,000	210 School Zones
School Zone Flashing Beacon New Installation	$275,000	8 Flashing Beacons
School Zone Markings	$250,000	400 Crosswalks
Existing School Zone Flashing Beacon Comp Maint/Upgrade	$75,000	205 Flashers
TOTAL	**$1,000,000**	

FY 2017 PROPOSED ANNUAL SCHOOL SAFETY BUDGET REQUEST

PROGRAM	BUDGET	OUTPUT
School Zone Sign Upgrade	$400,000	210 School Zones
School Zone Flashing Beacon New Installation	$275,000	8 Flashing Beacons
School Zone Markings	$250,000	400 Crosswalks
Existing School Zone Flashing Beacon Comp Maint/Upgrade	$75,000	205 Flashers
TOTAL	**$1,000,000**	

VISION ZERO SAN ANTONIO

Drive safe. Bike safe. Walk safe.

PARTNER ORGANIZATIONS

CITY OF SAN ANTONIO

Alamo Area Metropolitan Planning Organization — We Plan to Keep You Moving!

The State of Texas · County of Bexar

BikeTexas — Advancing Bicycle Access, Safety, and Education since 1991

CPS Energy

U.S. Department of Transportation Federal Highway Administration

madd

North East Independent School District

San Antonio Fire Department — 1891 — Honor ★ Duty ★ Courage

San Antonio Police

SAISD

Texas Department of Transportation

Union Pacific

University Health System

VIA

TRAFFIC SAFETY TIPS

What YOU can do as part of Vision Zero

Vision Zero is achievable if we look out for one another and are aware of our surroundings. Do your part by eliminating distractions and follow the rules of the road. Don't drive, bike, or walk while under the influence of drugs or alcohol or when drowsy. Here are some additional recommendations when using various modes of transportation.

DRIVING

- **Pause before a turn -** turn slowly and look out for people walking or bicycling.
- **Slow down, don't speed -** speed can mean the difference between life and death.
- **Eliminate distractions -** hands on the wheel and eyes and minds on the road at all times.
- **Give people on bikes space when passing -** By City ordinance, 3 feet is the minimum spacing to give a vulnerable road user such as a person on a bike (for larger vehicles such as buses and trucks, a minimum 6 feet is required); if possible, change lanes completely to go around a person on a bike.

BIKING

- **Be predictable -** signal when turning and follow all traffic laws.
- **Go with the flow -** bike in the same direction of traffic.
- **Be visible -** use lights at all times of day and wear reflective or bright clothing.

WALKING

- **Use crosswalks -** cross at marked crosswalks and watch for turning vehicles.
- **Look out -** look both ways before crossing a street and be aware of your surroundings.
- **Be visible -** make sure drives see you by establishing eye contact and wear bright or reflective clothing during low light times of day.

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Drive safe. Bike safe. Walk safe.

Together, we can achieve zero fatalities on our roadways because every person in our community matters.

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